

March and April, 1812. The advance of these enormous masses across Germany towards the Russian frontier was purposely made methodical and slow, for Napoleon wished to preserve the appearance of negotiating till the last moment; he was anxious not to fatigue his troops; and he had resolved not to open the campaign until the summer growth of the herbage should enable his myriads of horses to subsist in the plains of Poland and Lithuania. When, however, his host had been collected within a short distance of the Russian frontier, his intention was to strike rapidly at once; and, notwithstanding the difficulties in his way, he hoped that his operations would be as brilliant as those of Jena and Friedland" (*Temple Bar*, "The Campaign of Moscow," vol. lxiii. pp. 97-99).

Napoleon's own means of transport was not neglected, and a special carriage was built for him at Brussels, and elaborately fitted up with every convenience for a long campaign. A very complete account of this vehicle will be found in Captain Malet's *Annals of the Road* (London, Longmans, 1876).

"Napoleon's carriage taken at Waterloo was presented to the Prince Regent, by whom it was afterwards sold to a Mr. Bullock for £2500. It eventually found its way to Madame Tussaud's Waxwork Exhibition, where it may still be seen.

"This very curious and convenient chariot was built by Symons of Brussels for the Russian campaign, and is adapted for the various purposes of a pantry and a kitchen, for it has places for holding and preparing refreshments which, by the aid of a lamp, could be heated in the carriage. It served also for a bedroom, a dressing-room, an office, etc.

"The seat is divided into two by a partition about six inches high. The exterior of this ingenious vehicle is of the form and dimensions of our large English travelling-chariot, except that it has a projection in front of about two feet, the right-hand half of which is open to the inside to receive the feet, thus forming a bed, while the left-hand half contained a store of various useful things.

"Beyond the projection in front, and nearer to the horses, was the seat for the coachman, contrived so as to prevent the driver from viewing the interior of the carriage, and yet so placed as to afford those within a clear sight of the horses and of the surrounding country. Beneath this seat was a receptacle for a box, about two and a half feet in length and four inches deep, containing a bedstead of polished steel which could be fitted up in a couple of minutes. Over the front windows was a roller blind of canvas, which when pulled down excluded rain while it admitted air. '

"On the ceiling of the carriage is a network for carrying small travelling requisites. In a recess there was a *secrtaire*, ten inches by eighteen, which contained nearly a hundred articles presented to Napoleon by Maria-Louisa, under whose care it was fitted up with every luxury and convenience that could be imagined. It contained, besides the usual requisites for a dressing-box (most of which were of solid gold), a magnificent breakfast service with plates, candlesticks, knives, forks, spoons, a spirit-lamp